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Annual Report
1860-65

Pilbemarle + Chesapeake
Canal Co.

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TENTH ANNUAL REPORT

OF THE
PRESIDENT AND DIRECTORS
OF THE


Albemarle & Chesapeake Canal Co.

EMBRACING THE YEARS FROM 1860 TO 1865.

President:
MARSHALL PARKS.

Secretary and Treasurer:
B. F. TEBAULT.

| Directors: | |
|-------------------------|----------------------------|
| M. COURTRIGHT, of Penn. | B. T. SIMMONS, of N. C. |
| DEAN RICHMOND, of N. Y. | D. D. FEREBEE, of N. C. |
| JOHN LATHROP, of N. Y. | THOMAS J. JARVIS, of N. C. |
| L. H. CHANDLER, of Va. | CHARLES W. WOOD, of N. C. |
| T. V. WEBB, of Va. | |



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REPORT.

To the Stockholders of the

Albemarle and Chesapeake Canal Company :

Circumstances beyond our control, have prevented your regular annual meetings since November, 1860. At that time you directed that the annual Meetings should thereafter be held on the fourth Thursday in October, of each year. In compliance with that order, you have now assembled. Many changes have occurred since we last met. Your Canal was then nearly completed, and the trade which had scarcely commenced, had increased from a few hundred dollars per month, to upwards of six thousand during the same period.

Our motive power consisted of the Steam Tugs Wasp, Roanoke and Junaluska, and the dispatch boat Calypso; all of which have been destroyed during the war. The necessity of having steamers for repairs and superintendence, induced the construction of the Coinjock and Fannie, which are only adapted to that service.

Should the Stockholders desire the Company to recommence towing, four Tugs must be provided for that purpose, as the wants of the trade may require.

CAPACITY OF THE CANAL.

The war has demonstrated the capacity of your Canal for commerce. Nearly nine thousand vessels, mostly employed by the United States government, have passed through your navigation. These vessels consisted of Steam Tugs, Propeller Transports, Side Wheel and Stern Wheel Steamers, Sailing Vessels and Canal Barges. Many of these vessels were of greater capacity than could be passed through any other Canal on the Atlantic coast. In fact, a large number of them came by sea from New York and Philadelphia, and passed through your navigation. In the past four months more than forty Steamers, bound from New York, Philadelphia, Portland, Boston and Baltimore, to Charleston, Savannah and the West Indies, have availed themselves of this route. With the exception of a few miles, there is a good inland navigation *via* the Albemarle and Chesapeake, Chesapeake and Delaware, and Delaware and Raritan Canals, from the city of

New York to St. John's river, in the State of Florida. This is a very important matter, and should be more generally known to our merchants and business men. It gives to the shipper ample facilities to move his products, and furnishes a large field to enterprising steamboat owners in other States.

TRANSPORTATION.

It has, we believe, been the universal custom for others than the Canal Company to engage in transportation on their Canals. Competition, among the merchants and boat owners, being sufficient to furnish ample tonnage for all purposes.

We believe the best interest of the Stockholders would be advanced by a judicious system of transportation, to embrace the principal points on the line of our navigation. What would be considered of a rail road company, after laying their roadway, to wait for some one to undertake the transportation over their road? Our roadway is now in running order, and we have a capacity for business greater than any other work of the kind in America. Why, then, should we let such an opportunity pass?

There are now running from the Port of Norfolk, the following lines of steamships :

| | |
|--------------------------------|---------------|
| To New York, two lines..... | 6 steamships. |
| “ Boston, one line..... | 3 “ |
| “ Philadelphia, two lines..... | 4 “ |
| “ Baltimore, “ “ | 4 “ |
| “ Richmond, “ “ | 4 “ |

The construction of suitable propellers, adapted to our navigation, and built of iron, we would recommend as follows :

| | | |
|--------------------------|--------|----------------|
| Norfolk to Newbern..... | 2..... | 300 tons each. |
| “ “ Washington | 1..... | 300 |
| “ “ Hyde County..... | 1..... | 150 |
| “ “ Tyrrell “ | 1..... | 150 |
| “ “ Elizabeth City | 1..... | 100 |
| “ “ Hertford | 1..... | 100 |
| “ “ Chowan river..... | 2..... | 150 tons each. |
| “ “ Roanoke “ | 3..... | 200 “ “ |
| “ “ Cashie “ | 1..... | 200 |
| “ “ Currituck county.... | 1..... | 100 |

These steamers should be constructed of iron, in the most substantial manner, and carry a large cargo on less than six feet water, with accommodations for a limited number of passengers on their upper decks. By the establishment of the above designated lines, the farmers of North Carolina would be furnished with

ample facilities for shipment, and their products could be carried to the great markets of the Atlantic States by the several steamship lines, from Norfolk.

Previous to the war there were more than 300 vessels of all classes trading through the Canal. Scarcely a dozen of them are now to be found. The farmers and lumbermen have no way to send their products to market, and are entirely dependent upon transient vessels.

The crops in the Eastern Counties of North Carolina, are gathered and ready for shipment early in the winter, while those of the West are not sent forward till spring. By the closing of the navigation on the northern canals, a large number of boats are idle, which could be profitably employed here during the winter.

The importance, however, of *regular lines of steamers* cannot be too highly estimated. It is by such lines a large trade is built up.

NAVIGATION.

This being a *new* line of navigation, few pilots can be found competent to navigate it. For that reason lights, buoys, and other aids to navigation are important.

Congress, in 1860, appropriated ten thousand dollars for a light to be erected at the mouth of North river, and five hundred dollars for buoys to be placed on the line of navigation. The Board of Trade of Norfolk have united with us in an application to the Light House Bureau to supply these important aids to navigation.

GENERAL AGENT.

On the occupation of the city by the federal troops, the President appointed Mr. M. Courtright, of Pennsylvania, General Agent of the Company, to arrange with the government for the use of their Canals. For a long time, nothing could be had from them. There was a total suspension of trade, and no funds on hand, or accruing to the Company, and much work required to be done to restore the navigation, and repair the damages sustained by occupation of a portion of their Canal by both armies.

Mr. Courtright gave the matter his attention, advanced the necessary funds to remove the obstructions, repair the damages, and put the works in order, so that no complaint was urged against its management. *But for this prompt action on his part*, it is believed the navigation would not have been preserved in its present condition.

Respectfully submitted,

MARSHALL PARKS *President.*

STATEMENT

Exhibiting the condition of the Albemarle and Chesapeake Canal Company for the fiscal year terminating Sept. 30th, 1865.

CAPITAL STOCK.

| | | |
|--|--------------|-----------------------|
| For amount as per Charter..... | | \$1,500,000 00 |
| Subscribed by the State of North Carolina..... | \$350,000 00 | |
| Subscribed by Currituck county..... | 44,000 00 | |
| Subscribed by individuals | 898,100 00 | |
| Balance undisposed of..... | 207,900 00 | |
| | | <u>\$1,500,000 00</u> |

RECEIPTS.

| | | |
|--|-------------|---------------------|
| 1865, Sept. 30—Balance as per statement rendered Oct. 1, 1860, \$24,619 00 | | |
| Tolls for year ending Oct. 1, 1861.... | \$23 407 70 | |
| “ “ “ “ “ 1, 1862.... | 4,435 51 | |
| “ “ “ “ “ 1, 1863.... | 19,686 15 | |
| “ “ “ “ “ 1, 1864.... | 42,715 67 | |
| “ “ “ “ “ 1, 1865.... | 70,421 16 | |
| | | 160,566 19 |
| From other sources..... | | 8,992 81 |
| | | <u>\$194,268 00</u> |

EXPENDITURES.

| | | |
|--|------------|-------------------|
| Engineer Expenses..... | \$1,885 50 | |
| Canal Repairs and Expenses..... | 62,957 89 | |
| Interest and Law Expenses..... | 11,761 25 | |
| Currituck County, North Carolina..... | 2,056 09 | |
| Steam Tow Boats and Contingent Expenses..... | 36,329 90 | |
| Bills payable and Exchange Account..... | 14,234 57 | |
| U. S. Revenue Tax..... | 1,116 97 | |
| Steam Dredge and repairs..... | 10,364 32 | |
| Construction..... | 43,802 43 | |
| | | 184,508 92 |
| | | <u>\$9,759 08</u> |
| Viz.—Currituck County Bonds..... | \$9,300 00 | |
| Cash, on hand (Southern Currency)..... | 459 08 | |
| | | <u>\$9,759 08</u> |

ALBEMARLE AND CHESAPEAKE CANAL COMPANY,
October 1, 1865.

STATEMENT

Of the Number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the fiscal year ending Sept. 30, 1861.

| CLASS. | MONTHS. | | | | | | | | | | | | TOTAL. |
|-----------------|---------|------|------|-------|-------|-------|--------|-------|-------|-------|------|-------|--------|
| | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | April. | May. | June. | July. | Aug. | Sept. | |
| Steamers..... | 79 | 94 | 70 | 84 | 73 | 68 | 63 | 45 | 41 | 26 | 34 | 39 | 716 |
| Schooners | 83 | 136 | 131 | 191 | 169 | 174 | 155 | 34 | 12 | 27 | 14 | 13 | 1,139 |
| Sloops | 7 | 11 | 10 | 10 | 14 | 12 | 9 | ..... | 2 | 2 | 1 | 1 | 74 |
| Lighters..... | 23 | 44 | 45 | 36 | 46 | 43 | 11 | 9 | 8 | 6 | 15 | 14 | 300 |
| Barges..... | 14 | 31 | 14 | 32 | 19 | 11 | 9 | ..... | 2 | 6 | 5 | 10 | 153 |
| Rafts..... | ..... | 2 | 2 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | 1 | ..... | 8 |
| Boats..... | 17 | 1 | 4 | 6 | 11 | 17 | 12 | 2 | 4 | 33 | 55 | 17 | 179 |
| | 218 | 329 | 276 | 359 | 332 | 325 | 260 | 90 | 71 | 100 | 125 | 94 | 2,569 |

STATEMENT

Of the number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the fiscal year ending Sept. 30, 1862

| CLASS. | MONTHS. | | | | | | | | | | | | TOTAL. |
|-----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sept. | |
| Steamers..... | 48 | 34 | 35 | 34 | 39 | 71 | 58 | 23 | 31 | 53 | 26 | 41 | 473 |
| Schooners | 16 | 20 | 31 | 41 | 33 | 16 | 8 | 11 | 6 | 4 | 2 | 4 | 192 |
| Sloops | 3 | 7 | 11 | 13 | 11 | 3 | 12 | 12 | 8 | 8 | ..... | ..... | 88 |
| Lighters | 18 | 34 | 27 | 26 | 24 | 51 | 45 | 8 | 8 | 6 | 7 | 23 | 277 |
| Barges..... | 14 | 5 | 5 | 10 | 12 | 6 | 4 | 2 | ..... | ..... | ..... | 1 | 59 |
| Rafts..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boats | 1 | 6 | 12 | 3 | 3 | 39 | 82 | 26 | 4 | 3 | 7 | 2 | 186 |
| | 100 | 106 | 121 | 127 | 122 | 186 | 209 | 82 | 57 | 74 | 42 | 71 | 1,297 |

STATEMENT

Of the number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the fiscal year ending Sept. 30, 1863.

| MONTHS. | | | | | | | | | | | | | |
|-----------------|------|------|------|------|------|------|------|------|-------|-------|------|-------|--------|
| CLASS. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sept. | TOTAL. |
| Steamers..... | 37 | 37 | 53 | 57 | 46 | 47 | 26 | 18 | 6 | 1 | 10 | 39 | 377 |
| Schooners | 5 | 6 | 10 | 9 | 13 | 14 | 2 | 3 | 2 | | 3 | 2 | 69 |
| Sloops | | | 3 | 12 | 9 | 18 | 3 | 1 | 4 | 6 | 11 | 4 | 71 |
| Lighters | 41 | 36 | 36 | 13 | 32 | 39 | 25 | 26 | 9 | 15 | 11 | 9 | 292 |
| Barges..... | | 1 | 5 | 4 | 3 | | | | | 2 | | 1 | 16 |
| Rafts..... | | | | | | | | | | | | | |
| Boats | | | 2 | 7 | 2 | 17 | 14 | 20 | 27 | 15 | 9 | 12 | 125 |
| | 83 | 80 | 109 | 102 | 105 | 135 | 70 | 68 | 48 | 39 | 44 | 67 | 950 |

STATEMENT

Of the number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the fiscal year ending Sept. 30, 1864.

| | MONTHS. | | | | | | | | | | | | |
|-----------------|---------|------|------|------|------|------|------|------|-------|-------|------|-------|--------|
| CLASS. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sept. | TOTAL. |
| Steamers..... | 39 | 34 | 61 | 73 | 79 | 90 | 90 | 67 | 98 | 75 | 96 | 151 | 953 |
| Schooners | 2 | | 1 | 1 | 4 | 1 | 3 | 3 | 2 | 3 | 2 | 2 | 24 |
| Sloops | | | | 1 | 2 | 2 | 2 | | 1 | 2 | 5 | | 15 |
| Lighters | 6 | | 1 | 17 | 29 | 17 | 10 | 2 | 7 | 1 | 6 | | 96 |
| Barges..... | 12 | 12 | 20 | 14 | 12 | 11 | 21 | 9 | 11 | 2 | | | 124 |
| Rafts | | | | | | | 1 | 2 | 1 | 1 | | | 5 |
| Boats | 9 | | 8 | 7 | 20 | 34 | 26 | 6 | 14 | 13 | 5 | 22 | 174 |
| | 68 | 46 | 91 | 113 | 146 | 155 | 153 | 89 | 134 | 97 | 114 | 185 | 1,391 |

STATEMENT

Of the number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the fiscal year ending Sept. 30, 1865.

| CLASS. | MONTHS. | | | | | | | | | | | | TOTAL. |
|----------------|---------|------|------|------|------|------|------|------|------|-------|------|-------|--------|
| | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May. | June | July. | Aug. | Sept. | |
| Steamers..... | 123 | 124 | 99 | 92 | 87 | 85 | 160 | 159 | 140 | 55 | 71 | 80 | 1,305 |
| Schooners..... | 7 | 5 | 6 | 8 | 9 | 5 | 9 | 22 | 23 | 51 | 55 | 57 | 366 |
| Sloops..... | | | 5 | 7 | 14 | 24 | 9 | 9 | 23 | 47 | 22 | 25 | 190 |
| Lighters..... | | | 2 | 6 | 4 | 3 | 1 | 7 | 13 | 3 | 14 | 26 | 79 |
| Barges..... | | 3 | 1 | 3 | 2 | 15 | 36 | 38 | 9 | 5 | 3 | 7 | 122 |
| Rafts..... | | | | | | | | 1 | | 1 | 1 | | 3 |
| Boats..... | 4 | 14 | 32 | 12 | 11 | 9 | 5 | 36 | 111 | 220 | 83 | 115 | 652 |
| | 134 | 146 | 145 | 123 | 127 | 141 | 220 | 272 | 329 | 412 | 253 | 33 | 2,617 |

STATEMENT

Aggregate Number and Class of Vessels that have passed through the Albemarle and Chesapeake Canal for the past five years, terminating September 30th, 1865.

| Year. | Steamers. | Schooners. | Sloops. | Lighters. | Barges. | Rafts. | Boats. | TOTAL. |
|-------|-----------|------------|---------|-----------|---------|--------|--------|--------|
| 1861 | 671 | 1139 | 74 | 300 | 153 | 8 | 179 | 2569 |
| 1862 | 453 | 192 | 88 | 278 | 69 | | 188 | 1297 |
| 1863 | 377 | 69 | 71 | 292 | 16 | | 125 | 950 |
| 1864 | 953 | 24 | 15 | 96 | 124 | 5 | 174 | 1392 |
| 1865 | 1300 | 266 | 190 | 79 | 122 | 3 | 602 | 2617 |
| | 3844 | 1690 | 438 | 1044 | 474 | 16 | 1318 | 8824 |

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